HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CHANDLER, AZ		
CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route.
GLENDALE, AZ		
GLENDALE MUNI (GEU)	HS 1	Aircraft exiting rwy will enter Twy A to the ramp.
LAS VEGAS, NV		
HENDERSON	HS 1	Twy H, Twy G, and Rwy 17R.
EXECUTIVE (HND)	HS 2	Twy E and ramp area. High volume of traffic.
	HS 3	Twy A and run up area. Twy A being confused for Rwy 35L.
LAS VEGAS, NV		
McCARRAN INTL (LAS)	HS 1	Rwy 01R-19L, Twy S and the ramp.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 3	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 4	Rwy 07L and Rwy 01L, co-located rwy holding position markings.
	HS 5	Twy E.
	HS 6	Twys D and Twy N int is not visible from the ctl twr.
LAS VEGAS, NV		
NORTH LAS VEGAS (VGT)	HS 1	Rwy 07, Twy G and Twy F.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MESA, AZ		
FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D.
MINDEN, NV		
MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
OGDEN, UT		
OGDEN-HINCKLEY (OGD)	HS 1	Twy D intersects Rwy 25 at north edge of Rwy 03-21. Wrong rwy departure risk.
	HS 2	Confusing twy int in close proximity to rwy.
PHOENIX, AZ		
PHOENIX DEER VALLEY (DVT)	HS 1	Inadvertent Rwy 07R-25L crossings from Twy B5.
	HS 2	Inadvertent Rwy 07R-25L crossings from Twy B9.
PHOENIX, AZ		
PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
PHOENIX, AZ		
PHOENIX SKY HARBOR	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
INTL (PHX)	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
	HS 3	Aircraft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.
PRESCOTT, AZ		
ERNEST A. LOVE FLD (PRC)	HS 1	Not visible from the twr.
	HS 2	Complex int.
	HS 3	Complex int.
	HS 4	Not visible from the twr.
	HS 5	Frequent rwy crossings.
PROVO, UT		
PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV		
RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT		
SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr. Hold line at K1 in close proximity to ramp, protects Rwy 32 and Rwy 35.
	HS 4	Intermittent radio reception with ATC at apch end of Rwy 16L for some aircraft.
TUCSON, AZ		
RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ		
TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.